## ALPINE NEW-ZEALAND.

A NEW REGION OF PEAKS, PASSES AND GLACIERS.

CLIMBS IN THE NEW-ZEALAND ALPS. Being an Account of Travel and Discovery. By E. A. Fitz Gerald, F. R. G. S. And with Contributions by Sir Martin Conway, Professor T. G. Bonney, D. Sc., F. R. S. C. L. Barrow, F. R. G. S., F. Z. S. With Many Illustrations from Original Drawings by Joseph Pennell, H. G. Willink, A. D. McCormick, Photographs by the Author, with a New Map. Pp. xvi., 363. Imported by Charles Scribner's Sons.

Though it treats of a less important field, this book deserves to rank with Sir Martin Conway's fine work on the peaks and glaciers of the Himalayas. It is a record of discovery and not of mere athletics among familiar peaks and passes. The main trouble with the Alps of Southern New-Zealand appears to have been that they were practically inaccessible from the western of the island. Yet on that side the finest summits were distant only fifteen miles from the ocean, while on the east side a long journey was required over roads characteristic of a new country, acress rivers subject to sudden floods; and in a climate that changed from sunshine to almost without warning. Mr. Fitz Gerald had with him the most famous of Alpine guides, Zurbriggen, who was also with Conway in the Himalayas; and Zurbriggen's opinion of the New-Zealand climate was emphatic. He declared that it paid no attention whatever to the hints of the barometer. The surest premonition was the direction of the wind. If it blew from the northwest and shook the flying snow from the hoary head of Mount Sefton then the proper thing to do was to look for a refuge as speedly as possible. On the mountainsides escape from the fury of a tempest was almost impossible. This was almost the first discovery which the

explorer made. He and his party entered the district which they meant to investigate by way of the road up the Tasman River valley. There a New-Zealand Alpine Society, and the colonial Government has taken interest enough in the matter to have a mountain house, known as the Hermitage, built on one of the Tasman's tribuand all the rest in the region are glacial streams, and it is only a short distance in summer in any direction from the Hermitage to the foot of a Up the Tasman Glacier, almost directly ortheast from the Hermitage, is an iron hut, built by the Government for mountain climbers. One of the first efforts of the explorer was the conquest of Mount Tasman, which lies north from the Alpine hut. The view is described in words that make one wish to have a better knowledge of the unaccustomed names which greet one's The names of the European Alps have a etic value because they are familiar, but withicy sea with ranges and peaks here and there named Darwin and Malte Brun and Hoch-The whole of this wonderful mountain region of the Antipodes is disfigured by names ich no literary skill can ever make agreeable Mr. Fitz Gerald has only added to the difficulty in the additions which he has made to the map. Reading over his account of mountains and the Royal Geographical Society or a page or two from the London Directory. How on earth is one ever to get such names into memorable verse, or prose, either? Yet splendid mountains without a splendid literature about them, either present or to come, might as well be flat plains. There never has been any mountain population in New-Zealand The Maoris shunned the highpeaks by which they must have guided their there is no sign that these have been collected. It is useless to expect that the Engsh race will discover names for the imagination to cling to Its wearisome prosalcality in the United States and in Australia has merely repeated itself in romantic New-Zealand. One feeble effort of the imagination is to be observed in the recurrence in New-Zealand of words like Silberhorn." borrowed from the German Alps, or of "Matterhorn" as a descriptive name for Mount Sefton, but even these are rather a product of memory than of fancy.

Sometimes in a night journey across the ciers and the snowfields, Mr. Fitz Gerald the European Alps indicated a coming storm; but the sign failed in New-Zealand. His conclusion after much experience was that no forecast could be made, and that the only thing to do was to keep on climbing until the storm actually burst and compelled a descent to shelter. The sudden rush of a tempest was felt by the explorers in all its force among the cliffs overlooking the foot of the Victoria Glacier, which approached from the west coast of the island. One noment they were working their way contentedly up the steep slopes; the next they were startled by a peal of thunder and the massing of clouds in the northwest. If the wind had continued to come from the northwest, all would have gone well, but they had barely got under an overhanging rock and stretched up a sheet of mackintosh to shed the rain and protect a small fire for heating water, when everything was blown away, the rair blew in their faces, turning to snow a few minutes later as the thermometer fell below the freezing point. When the storm had spent its force, it ceased as suddenly as it began. The clouds drifted away. One by one the stars came out and the mountains gleamed even in the darkness under the new fallen snow, and almost at their feet, only a few miles away, could be seen the long line of phosphorescent foam, where the South Pacific broke upon the "With the sudden stillness," adds the author, "the cold increased, and our wet clothes literally froze upon us, so that they crackled whenever we turned round, and we dared not sleep lest we should be unable to resist the piercing cold of that rarefied atmosphere, exhausted as we were by the two previous nights we had spent in the open." A glance at the map which accompanies this

book gives the impression of a vast glacial lake, in which the highest peaks look like islands, while the valleys between the ranges of foothills are filled by the outstretched arms of the central sea. On the right hand of a person ascending the great Tasman Glacler there is a vast island of snow-covered rocks pierced with glacial streams at such regular intervals that it looks on the map like the skeleton of some gigantic ani-mal, with the central ridge for a backbone and the ribs carefully outlined on each side. The long, tortuous ridge in which stand the peaks of Tasman, the Silberhorn, and, highest of all, Mount Cook, named after the famous navigator, winds like a serpent between the glaciers that fall toward the east coast and those which dip to the west. Here and there the ice even overtops the ridge. In its curves wide reaches of ice are embayed, while from its sides jut ridges of the most unexpected form. It is the peculiarity of a glacier stream that it is largest at its source, and so where these jutting ridges extend to the lowlands they widen as the glaciers fall, and the flowing waters of the lowlands issue from comparatively narrow valleys. While the mountains are not as high as the European Alps, they are more dangerous to travel, owing to the crumbling nature of the rocks of which they are composed. From Mr. Fitz Gerald's description one gets the idea that the fall of stones was incessant everywhere. Speaking of a ridge by which he made the ascent to Mount Sefton, he says that the rock literally crumbled away under his feet. It was worn almost to an edge, and seemed to lean to one side. Only a little effort of the imagination is needed to see how it may some time fall away altogether, leaving one of those vast clfffs which are a striking feature of these mountains in Mr. Fitz Geraid's narrative. In fact, the traveller remarks that he could feel the whole mass tremble as the stout Swiss guide, Zurbriggen, stepped

tion, this general characteristic accounts for the

belief that New-Zealand's most noteworthy peaks could not be climbed at all. Mount Sefton rises a pointed mass of gray rock at an angle of almost 60 degrees, and the author, after having traversed the Swiss Alıs from end to end, insist that "nothing in their ranges equals the grandeur of Mount Sefton." It is much steeper than the Matterhorn, and its height above the valley is quite equal to that of its prototype above the Zermatt Valley. The huge glaciers on the summit hang suspended over the edge of cliffs thousands of feet in height, and "over these dizzy precipices, on whose inaccessible walls neither ice nor snow may cling, the overhanging glacier masses, heavy with new-fallen snow, crack and crash into the chasm below in avalanches of such colossal proportions that the solid ground of the valley seems to tremble beneath one's feet."

Mr. Fitz Gerald and Zurbriggen ascended Mount Sefton together. But Mount Cook, the highest of New-Zealand peaks, was conquered by Zurbriggen alone. The expedition was at an end. Mr. Fitz Gerald was at Christchurch, near the eastern coast, developing photographs and writing up his journal, when news of Zurbriggen's exploit reached him. The enthusiastic mountaineer was determined not to leave anything to future climbers. The only circumstance to detract from his achievement was that the mountain had already been ascended. He made up for this by discovering a shorter and speedler route than had been known to others. He was alone, too, as his only companion gave up the effort long before the summit was reached. Though it lasted fourteen hours, he declared that it was the easiest ascent of all that he made in New-Zealand. Nevertheless, the men who would attack a mountain nearly 13,000 feet high without any help must be few. Thus ended the downright mountaineering. But there was for future travellers, and perhaps for the benefit of the colony, a more important episode in the discovery and exploration by Mr. Fitz Gerald and Zurbriggen of a pass free from glaciers, by which travellers can reach the heart of the Alpine region by a journey of a few miles. A road through this pass has been made, which may serve not only to encourage mountain-climbers but the less aspiring settlers who will find room for farms on the now aimost uninhabited lowlands west of the Alps. The scenery of the region as depicted in the illustrations of the book is grand and romantic by turns, a world of mountain and forest in miniature.

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S5 Miles from New-York, on the D., L. and W. R. R., in the Highlands of New-Jersey, via Barclay or Christopherst, ferry. Aititude 800 feet. Chef from the Laurel House, Lekewood.

GEO. W. TUTTLE, Manager.

ASBURY PARK, N. J. Coleman House.

Directly on the beach. Now open. New passenger elevator. For rates, diagrams and information address A, P. MARGETTS, Chief Clerk, Asbury Park, N. J., or F. H. SCHOFIELD, No. 1 Madison-ave., N. Y. City, CLAREMOON SPRINGS VT. Bend for circular.

SEABRIGHT N. J.

A high-class hotel for faintles. Opened June 1st, there are ENTIRELY NEW MANAGEMENT. Thoroughly renovated and repaired. Applications will be entertained on the premises.

ASBURY PARK, N. J. Directly on the Beach, The leading hotel in every respect. Elevator. MORGAN & PARSONS.

HATHAWAY INN, DARLINGTON, DEAL BEACH, N. J. ndsomest place on Jersey Const, everything first-class, CURRAN, formerly of Hotel Marie Antionette, Mgr. UNITED STATES HOTEL

Baths and modern conveniences; reasonable rates; de

criptive and illustrated booklet.

C. VAN CLEAF, Prop.

Maple Grove House. Catakill Mountains, Palenville, Greene Co., N. Y. Accessible by H. R. and West Shore R. R.; accommodates 100, large, afty resons; beautifully shaded lawn; finest spring water; terms, etc., address PHILO PECK, Prop.

CENTRE MORICHES, LONG ISLAND.

SUPERB COUNTRY AND SEASHORE RESORT.

NOW OPEN, NEW MANAGEMENT, offers unequalled commodations for real confort. Hotel complete with ery modern convenience; perfect cuisine; capacity 250; liroom orchestra situated on Great South Bay, oversking ocean. Rathing, sailing, bicycling, and driving surpassed; two hours out; terms reasonable. Send for ustrated booklet.

GEO, E. HALLOCK, Prop.

HOTEL BROOKLYN.

Summer Resort Omdes.

Summer Homes on Long Island. "Long Island," a new illustrated descriptive book, and "Summer Homes," a book describing hotels and boarding-houses on Long Island, free upon application at 113, 192, 500 and 1,313 Broadway, New York, at 333 Fulton-st., Eagle Summer Bureau, and Flatbush-ave, station, L. L. H. R., Brosklyn, or send (4) cents in stamps for "Long Island," or (2) cents for "Summer Homes," to H. M. EMITH, Traffic Manager L. I. R. R., Long Island City, New-York

CATSKILL MOUNTAIN RESORTS.

A Summer Excursion Book, with map and list of Hotels and Boarding-Housea. Send 6 cents to Albany Day Line, Destrosses St. Pler.

Conntrg Board.

On FARM—Splendid place for children; first-class table; high olevation; modern house, with bath; terms of an 85 per week, farm should be seen. Mrs. J. H. TATTEN, Southport, Coun.

WEST HANK OF THE HUDSON—Heautiful location; drainage perfect; pure water, milk, butter, eggs, vegetables from the place; a few desirable rooms left; reference parties spending successive seasons, Circulars, J. H. SILLICK, Newburg, N. Y.

Railroads.

AMERICA'S GREATEST RAILROAD. NEWYORK

FROM GRAND CENTRAL STATION, 42D STREET, 7150 A.M.—Except Surday. For Adrendack Mountains, Thousand Islands and Montreal.

8130 A.M.—Except Sunday. Empire State Express:
Pastest train in the world. Stops at Albany. Utlea.

Syracuse and Rochester. Due Buffalo 4:45 p. m.,
Niagara Falls 5:55 p. m. This train is limited to

its seating capacity.

9:30 A. M.—Daily, Fast Mail for Poughkeepste, Albany, Utles, Syracuse, Rochester, Buffalo, Niagara Falls, Chicago.

9:40 A. M.—Except Sunday, For Catskill Mountains, Saratoga, Lake George, Green Mountains and Montreal 10:30 A. M.—Except Sunday. Day Express, For Catskill Mountains, Richfield Springs and all important New-

Mountain points north of Lake Clear, Thousand Islands and Montreal, Friday only, sleeping car to Fulton Chain.

7:30 P. M.—Daily. For Buffalo, Niagara Falls, Cleveland, Indianapolis, St. Louis, Chicago, Stops at Poughkeepise, Albany and Utica.

9:00 P. M.—Daily. Carries Siesping Car passengers enly for points on Fall Brook Railway, via Lyons, and for Rochester.

9:15 P. M.—Daily. For Syracuse, Oswego, Watertown, Cape Vincent, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago; except Saturday, for the Auburn Road. Sundays only, Gloversville.

12:10 NIGHT—Theatre train for Chicago and principal points on New-Yes, Central, every night, except Sunday night, Sunday nights, Gloversville and Chicago aleepers leave on 9:15 p. m. train.

9:06 A. M. and 3:35 P. M.—Daily except Sunday, to Pittsheld, via Harlem Division.

9:15 A. M.—Sunday only, to Pittsheld and the Berkshire Hills, via Harlem Division and Division as far as Yonkers, in connection with the Elevated Road. This is the only the running "all night" trains out of New-York Towns of the Wester Palace Cars on all through trains. Trains illuminated with Pintsch Light.

Tickets and Wanner offices at Grand Central Station. Tickets and Wanner offices at Grand Central Station. Tickets and Wanner offices at Grand Central Station. Tickets and Wasner offices at Grand Central Station. The Station of Station New-York, 338 and 726 Fulfonest, and 18th st. Station. New-York, 338 and 726 Fulfonest, and 18th st. Station. New-York, 338 and 726 Fulfonest, and 18th st. Station. New-York, 338 and 726 Fulfonest, and 18th st. Station or residence by the West-cott Express Company.

JOHN M. TOUCEY. GEORGE H. DANIELS. JOHN M. TOUCEY.

John M. Toucey. John Station of Station of Station of Station or Station of Station. John M. Moule St. John

# CENTRAL RAILROAD of NEW JERSEY

ALL RAIL ROUTE.

FOR LONG BRANCH, O'EAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean
Grove, and points south to Point Pleasant, 4:30, 8:30,
10:30, 11:30 A. M. (1:00 Saturdays only), 1:30, 2:15, 3:30,
10:30 to Red Bank), 4:45, 5:30, 6:15 (8:00 Saturdays
only, to Asbury Park and Ocean Grove) P. M. Sundays
(stop at Interlaken for Asbury Park and Ocean Grove),
9:15 A. M., 1:30, 4:00 P. M.
For Lakewood, Toms River, Barnegat Park and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M.
For Atlantic City, Vineland and Bridgeton, 4:30 A. M.,
1:30 P. M.
Etc. Management, Barney, 1:30, 4:30 P. M.
Etc. Management, Barney, 1:30, 4:30 P. M. For Monmouth Beach, Seabright and Highlands of Navesink, 4-30, 8-30, 11-30 A. M., 1-30, 4-45, 6:15 P. M., Sundays, 9-15 A. M., 4-90 P. M.

# SANDY HOOK ROUTE.

FOR LONG BRANCH, O'EAN GROVE, &c.
From Pier S, N. R., foot of Rector-st.
For Atlantic Highlands, Highland Beach, Normandle,
Rumson Beach, Seabright, Mommonth Beach and Long
Branch at 4:39, 600, 11:39 A. M., 100, 2:00, 3:45, 4:35,
5:30 P. M. Sundays, 6:39 A. M., 100, P. M.
For Elberon, Asbury Park, Ocean Grove and points
south to Point Pleasant, 11:90 A. M., 130, 2:00, 3:45,
4:30, 5:30 P. M. Sundays step at Intertaken for Asbury
Park and Ocean Grove, 1:00 P. M.
For Lakewood, Toms River and Barnegat, 4:30 A. M.,
1:00, 3:45 P. M.
Atlantic City, Vineland and Bridgeton, 4:39 A. M., 1:00
P. M.

## ROYAL BLUE LINE

TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

For Philadelphia, week days, 4:30, 8:00, 8:15, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:00, 3:30, 4:00 (Burlet Parlor Car), 4:30, 5:00 (Dining Car), 6:00, 7:30, 9:00, 10:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 10:00, 11:30 (Dining Car) A. M., 2:00, 4:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 10:00, 11:30 (Dining Car) A. M., 2:00, 3:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 11:30 (Dining Car) A. M., 2:00, 3:30, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 11:30 (Dining Car) A. M., 2:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 10:00, 11:30 (Dining Car) A. M., 2:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 10:00, 11:30 (Dining Car) A. M., 2:00, 5:00 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 10:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 4:30, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car), 6:00 (Dining Car TO PHILADELPHIA, BALTIMORE AND

NEW-YORK AND LONG BRANCH RAIL SUMMER TIME-TABLE.

For Red Bank, Long Branch, Elberon, Ocean Grova, Asbury Park, Belmar, Spring Lake and Point Pleasant.

Trains leave (not Liberty Street: 4.30, 8.30, 10.30, 411.30 A. M., \*1.60 (Saturdays only), 1.30, \*2.15, \*3.30, 4.00, \*4.30 (Red Bank only), \*4.45 (except Red Bank), 5.90, 6.15, 8.00 P. M. (Saturdays only to Ocean Grove and Asbury Park). Sundays, \*9.15 A. M., 1.30, 4.00 P. M. P. M.
Trains leave foot Cortlandt and Desbrosses Streets; 3.30, 7.60, 9.10, \*10.00 A. M., 12.10, \*1.20 (Saturdays only), 2.30, \*3.10, \*3.46 (except Red Bank), 4.20, \*5.10 (except Long Branch), 7.00 P. M. Sundays, 8.15, \*9.45 A. M., Sunday trains do not stop at Ocean Grove and Asbury Park

# BALTIMORE & OHIO.

Leave New-York, foot of Liberty St., daily.

CHICAGO, 2 P. M. and 12.15 night.

PITTSHURG, 3.0 ex. Sun., 2 Sun. 12.15 night.

CINCINNATI, ST. BLITIMORE, S.15, 10 (Dining Car.),

WASHINGTON BLITIMORE, S.15, 10 (Dining Car.), 5 (Dining Car.), 6 p. m., 12.15 night. Sunday, 10 (Dining Car.), 5 (Dining Car.), 5 (Dining Car.), 5 (Dining Car.), 5 (Dining Car.), 6 p. m., 12.15 night. Sunday, 10 (Dining Car.), 11.30 a. m. (Dining Car.), 6 p. m., 12.15 night. 13.00 a. m. daily.

NEW-ORLEANS, Through Sleeper, 5 p. m. daily.

NEW-ORLEANS, Through Sleeper, 5 p. m. daily.

Officest 113, 172, 261 415, 1.140 B'way. 7 E. 14th St., 12T Bowery, N. Y., 329, 344 Futton St., Briodking, Statton foot of Liberty St., C. R. R. of N. J. Baggage checked from hotel or residence to destination.

## Legal Notices.

RECEIVER'S SALE.-By virtue of an order RECEIVER'S SALE.—By virtue of an order of the City Court of New-York, appointing the undersigned Receiver of all the property, both real and personal of Hugh F. Griffin, duly made and filed in the office of the Clerk of the City and County of New-York, and pursuant to the further order of the said city Court, entered in the office of the Clerk of said court on July 19th, 1886, in the office of the Clerk of said court on July 19th, 1886, it the undersigned said Receiver, will, on the 3d day of August, 1886, at 12 o'clock neon, at the New-York Real Estate Salesroom, 111 Broadway, in the City of New-York, by Strong & Ireland, Auctioneers, expose for sale and sell to the highest bidder all the right, title and interest which the said Hugh F. Griffin had or has in a certain indenture of lease tand the said lease) dated on or about the 6th day of January, 1894, made and excurred the 6th day of January, 1894, made and excurred V. Huise as Executors of the Estate of Samuel S. Doughty, Wester S. Gould and Samuel S. Doughty Georges to one Joseph Crocheron, of the premises known as No. 24 West 28th St., in the City of New-York, for the term of 10 years from May 1st, 1894, in the office of the Register of New-York County, in liber 23, Block Series Conveyances, Section 3, Page 449, and that said sale will be made subject to all the clauses, covenants, conditions and provisions in the said indenture of lease contained for the remainder of the term of years therein mentioned. ease contained for the remainaer of the term of year herein mentioned.

Dated New York, July 10th, 1896.
J. CAMPBELL, THOMPSON, Receiver.
WILLIAM P. MAILONEY.
Attorney for Receiver,
15 Wall St., New-York.

SUPREME COURT.-Isaac Bloom, manager, SUPREME COURT.—Isaac Bloom, manager,
as trustee of an Express Trust, plaintiff, against
Marta Aflen Davison, defendant, Summons, Truit desired
in the County of New Tork. To the above named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer
on the plaintiff's attorney within twenty days after the
service of this summons, exclusive of the day of service,
and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief
demanded in the complaint.
Liated, June 6th, 1860.
EATON, LEWIS & HODGKINS, Plaintiff's Attorneys,
Postoffice address and office, No. 44 Broad-st., NewYork City.
To Maria Aiden Davison: The foregoing summons is
served upon yor by publication pursuant to an order of

To Maila Albert To The Served upon you by publication pursuant to an order the Honorable George P. Andrews, Justice of the Super Court, dated the 19th day of June 1896, and flied we the complaint in the office of the City a County of New York at the Court House and city. EATON, LIVIS & HODGRINS, Attorneys for Plaintiff, 44 Broad-st., New-York City.

Attorneys for Plaintiff. 44 Broad-st., New-York City.

A DVERTISEMENTS and subscriptions for The Tribune Tribu

Railroads.

STATIONS foot of Beshrosses and Cortlandt Streets.

6.00 A. M. FAST LINE - Parior Car to Pittsburg.

10.00 A. M. FAST LINE - Parior Car to Pittsburg.

10.00 A. M. FAST LINE - Parior Car to Pittsburg.

Compartment, Sleeping, Dining, Sm. wing, and Observation Cars. Arrives Chicago 9 A. S., Cleveland 4.30

A. M., Cincinnail 6.40 A. M., Indianapolis 8.60 A. M.

Louisville 11.50 A. M., St. Louis 6.00 P. M., and Toleds 8.30 A. M.

2.00 P. M. CHICAGO AND ST. LOUIS EXPRESS. Sleeping and Dining Cars to St. Louis, Louisville 18.

Cheago, Arrive Cincinnail 10.45 A. M. St. Leuis 7.3

P. M., Chicago 5, 15 P. M.

6.00 P. M. WESTERN EXPRESS. Sleeping and Daing Cars to Chicago and Cleveland. Arrives Clevillal 11.25 A. M., Chicago 9 P. M. next day.

7.45 P. M. SOUTH-WESTERN EXPRESS.—Sleeping and Dining Cars to Chicago and Cleveland. Arrives Clevilland and Dining Cars to Cincinnail and St. Louis. Arrives Cincinnail 6.9 M., PACIFIC EXPRESS.—Pullman Sleeping and Dining Cars to Cincinnail 10.15 P. M. St. Louis.

7. A. M. Second morning.

8.00 P. M. PACIFIC EXPRESS.—Pullman Sleeping 0. to Pittsburg. Connects for Chicago daily and Cleveland and Toledo except Saturday.

WASHINGTON AND THE SOUTH.

10:30 A. M.—Except Sunday. Day Express. For Catakin Mountains. Richfield Springs and all important New-York State points.

1:00 P. M.—Daily. Southwestern Limited. For Columbus. Chelmant, Indianapolis and St. Louis. Stops at Poughkeepsie. Albany. Utica, Syracuse. Rochester and Buffalo.

1:00 P. M.—Daily. Chicago Special for Detroit, Cleveland, Toledo and Chicago. Stops at Poughkeepsie. Albany. Schenectady. Utica. Syracuse. Rochester and Buffalo.

1:40 P. M.—Daily. Chicago Special for Detroit, Cleveland, Toledo and Chicago. Stops at Foughkeepsie. Albany. Schenectady. Utica. Syracuse. Rochester and Buffalo.

1:40 P. M.—Saratoga, Lake George and Catskill Mountains. Limited. Saturdays only during July and Lama Limited. Saturdays only during July and Lama Limited. Saturdays only during July and Lama Limited. Service and Buffalo. Detroit. Poughkeepsie.

3:30 P. M.—Daily. West Foint. Poughkeepsie. Service. Service.

6.20, 7.30, 8, 8.30, 9, 9.30 (10 Penn'a Limited), 10.10 Obs. ing Car), 11 A. M., 12, 1, 2 to 3, 4, 4.30 (30 Obs.) Car), 2.90 (10 ing Car), 6.10 ing Car), 7.50 A. 9. 12 15 night. Sundays, 6.15, 8.30, 9, 9.30 (10 Limited), 16, 11 A. M., 2 (Thining Car), 4, 4.30 (Dining Car), 5, 4.30 (Dining Car), 6, 4.30 (Dining Car), 7.45, 8, 9 F. M., 12, 8 Offices, Nos. 493, 944, 1 198, 1 223, 111, and 25, Aston House, and for a Desirance and Broadway, I Astor Houses and first for trees and Corrients Streets, 4 Court Street, 800 Fulton Street, 800 Full Street, 800 Full

LEHIGHVALLEYRAILROAD

G:40 A M. daily (Saindays, 7:30 A. M.) for MADCH CHUNK and intermediate stations. S:15 A. M. daily for ITHACA, GENEVA, ROCHES, TER, BUFFALO, NIAGARA FALLS, S:EPENSON BRIDGE, and the West, and reincipal local points; diag-car to Suspension Bridge; Pullman Vestibule Steeper's HUNK and intermediate points, Cor or and Harrisburk. 12:00 noon dally, except Sunday.

"BLACK DIAMOND EXPRESS"

arrives Buffale 10 F. M. Through car to Rochester, Para Vestibuled. Day Coaches and Parlor-Car. Diago Car Service. Meals a la carte.

12:40 P. M. daily. except Sunday, for L. & B. Junet.

1:30 P. M. daily. except Sunday, for L. & B. Junet.

1:30 P. M. daily. except Sunday, for L. & B. Junet.

and all intermediate stations. Chair-cars to Wikesbars.

2:30 P. M. daily. except Sunday, for L. & B. Junet.

All O. M. daily. except Sunday, for L. & B. Junet.

1:10 P. M. daily. except Sunday, for L. & B. Junet.

1:10 P. M. daily. except Sunday, for L. & B. JUNO.

TION and principal intermediate stations. Pullman buffal parlor-car to Wikesbarre; connecting for Fottsville,

5:15 P. M. daily, for Easton and intermediate stations. Chair-car to Easton.

6:10 P. M. daily, for Europal. O. NIAGARA PALLS. tions. Chair-car to Easton.

6:10 P. M. daily, for EUFFALO, NIAGARA FALLS
and all points West. Fullman Sleeper Verbuied Trais
N. Y. to Chicago. Sleeper to Buffalo and Toronto. Consections for Resching and Harrisburg.

9:00 P. M. daily for ITHACA, GENEVA, ROCHESTER, BIFFALO, NIAGARA FALLS, and all points
West. Pullman Sleeper to Chicago and Buffalo. Chaircar to Wilkerbarre. west. Fulliman Steeper to Chicago and Burtalo. Carecar to Wilkesbarre.

1150 P. M. dally, except Sunday, for EASTON and intermediate points.

Additional local trains daily, except Sunday, for BYUND HROOK and Intermediate points, loave as follows: \$59 A. M. 9:00 A. M. 2:30 P. M. 4:20 P. M. and 6:30 P. M. Tickets and Pullman accommodations at 225 278, 94, and 1:322 Broadway, 31 East 14th St., 156 East 12th St. 127 Bowery, N. Y. 1800 Full-on St. 4 Court St. 98 Eastway, and Broaklyn Annex, Broaklyn.

New-York Transfer Company will call for and check baggage from hotel or residence through to destination.

WESTSHORE R.K.

Trains leave W. 42d St. Station, N. Y., as follows, at 15 m. earlier from foot Franklin st.: 3.40 a M. Daily. Local to Buffalo. Sleeping w. New York to Bloomville, Sundary only, can be occurs of P. M. Daily. Local to Alisany, for Carskill Montains and Saratoga. Parlos car to Albany, Sundarys only 19.15 a M. Daily for Albany, Utica, syracase, Rocheste, Buffalo, Niagara Fails, Tolefo, Cheveland, Chicagh Parlor car to Syracusa.

A.—11.00 a M. Daily. except Sunday, to Ricomvilla and Catsaill Mountains. New Patta, Lakes Mohork and Minuswassa. Parlor Cars to Head Sunday for Minuswassa. Parlor Lakes Mohork and Mountains. New Patta, Lakes Mohork and Mountains. New Patta, Lakes Mohork and Mountains. New Patta, Lakes Mohork and Montains. New Patta. Lakes Mohork and Montains. New Patta, Lakes Mohork and Montains. Parlor Cars to Biocomville, Sanatoga, and Caldwell, Lake George. Parlor cars to Biocomville, Sanatoga, and Caldwell, Lake Mohork and Catskill Mountains. Parlor Car strached.

C. 33.45 P. M. Daily, except Sunday, to Catskill Montains. New Patta, Lakes Mohork and Minuswassa. Altains. New Patta, Lakes Mohork and Minuswassa. Altains. New Patta, Lakes Mohork and Minuswassa. Altains. New Patta, Lakes Mohork and Minuswassa. Saratoga. Parior car Litached to Hobert

G.30 P. M. Daily, except Siepring our Albany to Mostreal.
7.45 P. M. Daily, except Sunday, for Utica, Syracus, Rochester and Euffalo.
8.15 P. M. Daily for Albany, Utica, Syracus, Rochester, Huffalo, Niagara Falis, Toronto, Detroit, Cristiand, Chicago and St. Louis.
A S. C.-Leaves Brooklyn by Annex: A10.15, Bio.6 A. M. C3.05 P. M. Jersey City, P. R. R. Station, Alba, Bil.20, C3.28 P. M.
For tickets, time tables, parlor and sleeping-car accommodations apply city effices. Brooklyn and New York, and at stations. Time tables at principal hotels. For chair information address.
C. E. LAMBERT, General Passenger Agent, C. E. LAMBERT, General Passenger Agent,

NEW-YORK, ONTARIO & WESTERN RY Trains leave foot of West 42d St. as follows (15 minutes earlier from Frankin St.):

Ti55 A. M., for West Cornwall, Ort's Milk Lake Mononk and Minnewaska, Middletown, illosmingburgh, Ellenville, Fallsburgh, Hurleyville, Lake Kiamesha, Liberty, Scrantor, Walton, Delth, Sidney, Norwich, Chen, Onsida, Fulton, Oswego.

9:15 A. M., for Campbell Hall, Middletown, Chen, Falls, Liberty, White Labe, Parksville, Livingson Rockland, 3:15 P. M. for Campbell Hall, Lakes Mohonk and Minnewsaka, Middletown, Bloomingburch, Wurtsboro, Edwille, Mountain Dale, Centreville, Fallsburch, Labellenville, Mountain Dale, Centreville, Fallsburch, Labellenville, Liberty, Fallsburch, Labellenville, Laberty, Liberty, Fallsburch, Labelle, Parksville, Lavingston Manor, Rockland, 4:30 P. M., Only), for Campbell Hall, Middletown, Kashida, Rahallisville, Oneida, Fulton, Gowego, Nagara, Falls, and points West; Pullman Sleeping-Chair Car, scats free to Niagara Falls, 5:15 P. M., for West Curnwall, Orris Mills, Madde Brook, Furnside, Campbell Hall, Stony Ford, Crysti Run, Middletown, Winterton, Bloomingburgh, Wurtsborn, Mills, Middletown, Winterton, Bloomingburgh, Wurtsborn, Mills, Middletown, Winterton, Bloomingburgh, Wurtsborn, Mills, Mills, Middletown, Winterton, Bloomingburgh, Wurtsborn, Mills, Mill

Ellenville.

Tickets and Pullman seats at 371 Broadway N. T.

J. C. ANDERSON, G. P. A., 58 Beaver St., N. T. DEL., LACKAWANNA AND WESTERN R. B. Stations in New-York, foot of Barelsy and Christonier Steeds.

VESTIBULED TRAINS, PULLVAN BUFFLE CARS, PIVTSCH LIGHT.

Christopher Streets.

Direct route to Newark, Pintsch Light.

Direct route to Newark, Bloomfield, Montcliff, The Oranges, Summit, Berhardschle, Rashing Ridge, Madison, Mortistown, Fascar, Faterson, Bodeton, Dover, Stanhope, New Ton, Bully Lake, Lake Hopatoong, Heakettstown, Schooler, Mountain, Washington, Phillipping, Easton, Water Gap, Stroutsburg, Poenne Montain, Scranton, Pittstown, Pittstown, Pittstown, Schooler, Scranton, Pittstown, Water Gap, Stroutsburg, Poenne Montains, Scranton, Pittstown, Wilkesbarre, Northeam Coke, Danville, Northemmersland, Montains, Coke, Danville, Northemmersland, Montains, Strack, Scranton, Pittstown, Water Gap, Scranton, Wilkesbarre, Northemsers, Scotland, Syracise, Sweego, Ithaca, Cweego, Elmira, Scotland, Strack, Scranton, Stratton, Cafe Carl, Bufffell, Springs, Ortland, Stratton, Cafe Carl, Bufffell, Springs, Stratton, Cafe Carl, Bufffell, Springs, Syracton, Cafe, Carl, Scranton, Milkesbarre, Syracton, Cafe, Carl, Scranton, Wilkesbarre, and Elmira, Stratton, Cafe, Scranton, Wilkesbarre, Stratton, Cafe, Carl, Scranton, Wilkesbarre, Stratton, Carlon, C

wh trains leave New York, foot of Chambers M., and five minutes earlier from West Edd-St.

A. M., "Voscillule! begins Daily for Wavely, Birgchamton, Elmino, Edwins, Bradford, James town, Meadville and to Buralio.

7.50 P. M. Parsor car to Buralio.

P. M.—Vestilluled Limited fast mail Daily, solid train for Chicago, via Charauquia Jake, arrive Cleveland 7.40 A. M. Chicago 5 P. M. Sleepes to Chicago, Cleveland and Chicimnati. Dining Car. 2:00